

with, of which 126 thousand were foreign correspondence; there were 4295 telephones (i. e. one to every 24 inhabitants) and the number of calls amounted to some 519 thousands.

COMMUNICATION BY AIR

Though road-making in Iceland has of late made no little progress, our road system is as yet far from having attained to any degree of completeness; and communication with the more out-of-the-way lying districts is still, and for many years to come will be, very unsatisfactory. Naturally, therefore, the tremendous progress made in aviation during the last few years has attracted very great attention in Iceland, and many people hope that the aeroplane will ultimately provide the means of communication we are lacking.

In 1919 and 1920 some experiments were made here with a small-sized aeroplane. These, however, proved no great success and were dropped for a time. But in 1928 was founded *Flugfélag Íslands* (The Aeronautical Society of Iceland), and a 4-place monoplane (a sea-plane) was hired for passenger transport between Reykjavik and various places on the coast. During the summer 26 000 kilometres were covered and 500 passengers carried. Nothing was done in the winter, for flying in Iceland is considered dangerous at that time of the year. But the following spring (1929) two 4-place sea-planes were hired; a total of 56 000 kilometres were travelled and 1100 passengers carried, besides some mail.

In 1928 the aeroplane spent about a week's time in looking for herring and advising ships of the whereabouts of the shoals. This experiment proved rather a success, and the following summer (1929) one of the aeroplanes was engaged in these activities almost all the herring season. The present year (1930) a law was passed respecting the creation of *Flugmálasjóður Íslands* (the Icelandic Aircraft Fund), providing, among other things, that, while aeroplanes are employed for the purpose of looking for herring, every ship engaged in fishing herring by means of a purse-net shall pay to this fund 10 aurar per barrel of salted herring, while those fishing for the factories contribute a proportional quota of their catches. The means of the fund are employed for defraying the expenses of a plane regularly engaged in searching for herring from the 15th of June to the 15th of September every year, and for promoting aviation in Iceland.